

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	1	2	3	4	5	6	7		
Dimensions of Hatchway	0.80x0.5	5.8x5.0	0.6x0.6	7.0x5.0	1.59x2.64	1.14x0.75	5.35x5.0		
COAMINGS	Height above Deck	0.6	0.75	0.55	0.75	3.13	0.75		
	Thickness	8	10	10	10	10	10		
	Stiffeners	8	10	10	10	10	8		
	Brackets, Stays	—	2xL 250x75x10	—	See No. 2	—	—		
HATCH BEAMS	Number	3	3	3	3	3	3		
	Spacing	1.46	1.75	1.75	1.75	1.75	1.75		
	Scantling and Sketch	5x100x70x10	5x100x70x10	5x100x70x10	5x100x70x10	5x100x70x10	5x100x70x10		
	Bearing Surface	752	752	752	752	752	752		
FORE AND AFTERS	Number	—	—	—	—	—	—		
	Spacing	—	—	—	—	—	—		
	Unsupported Lengths	—	—	—	—	—	—		
	Scantling and Sketch	—	—	—	—	—	—		
HATCH COVERS	Material	Wood	Wood	Steel	Wood	Wood	Wood		
	Thickness	652	652	652	652	652	652		
	How fitted	F&A	F&A	W&L	F&A	F&A	F&A		
	Bearing Surface	352	752	302	752	502	752		
Spacing of Cleats	452	610	320	610	630	800	610		
Number of Tarpaulins	2	3	2	3	2	2	3		

Particulars of fiddle, funnel and ventilator coamings:— Fiddle openings fitted with hinged steel covers. Funnel, and 4 ventilators in good condition, placed on the engine casing 2.8 high.

Particulars of Flush Bunker Scuttles:— 2 flush bunker scuttles of cast iron fitted with bronze joints in good condition.

Particulars of Companionways:— Access to the tween deck forward through a steel casing 1.35x0.85, height 1.8 mtr., plating 6.52, ribs 0.5 m, steel doors 1270x650x72 fitted with hinges and being operated from both sides. Access to a store room aft through a steel casing 0.75x0.75 m., height 1.67, plating 72, ribs 0.5 m, doors 1090x500x652 being closed from outside only. See also deckhouse aft.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— 7 vent. on awing. dk. $\phi = 190$ mm, height = 700 mm. 6 " " " " $\phi = 380$ " " = 850 " " 4 " " " " $\phi = 270$ " " = 900 " " 2 " " " " $\phi = 220$ " " = 850 " " All being closed by wood covers and tarpaulins.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— 7 air pipes $\phi = 65$ mm, height = 850 mm and being closed by wood plugs.

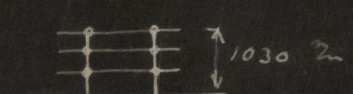
Particulars of Gangway Cargo and Coaling Ports:— None fitted.

ARGO.

Particulars of Scuppers and Sanitary Discharge Pipes:— 10 Scuppers on each side. 4 Sanitary Discharge pipes, outlet above tween deck, fitted with non-return valves.

Particulars of Side Scuttles:— All side scuttles fitted with hinged leadlights.

Particulars of Guard Rails:—



Bulwark Amidships.

Particulars of Gangways, Lifelines, etc.:— None fitted.

Particulars of Freeing Arrangements.									
				Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	None fitted.					
Forward Well							
State position of each freeing port After Well :— (F. and A. position and height above deck edge) Forward Well :—									
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—									
Additional area where sheer is less than standard.									

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks	10	6.52	65x65x7	0.6	on top 300x300x6	2x1.0x0.64	0.47	2.81
Machinery Casings within Superstructure	10	6.5	65x65x7	0.6	on top 300x300x6	4x1.6x0.6	0.40	2.81
Appliances not fitted with Class I Closing Appliances	10	6.5	bulhead 7	0.75		2x1.39x0.63	0.54	2.16
Deckhouses on Flush Deck Ships	10	6.5	65x65x7	0.6		2x1.47x0.75	0.49	2.0

Particulars of Closing Appliances (state if capable of being manipulated from both sides).								
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks	2	hinged steel doors	operated from outside only					
Machinery Casings within Superstructure	4	"	"	"	"	"	"	"
Appliances not fitted with Class I Closing Appliances	2	"	"	"	"	"	"	"
Deckhouses on Flush Deck Ships	4	"	"	"	"	"	"	"

ARGO.

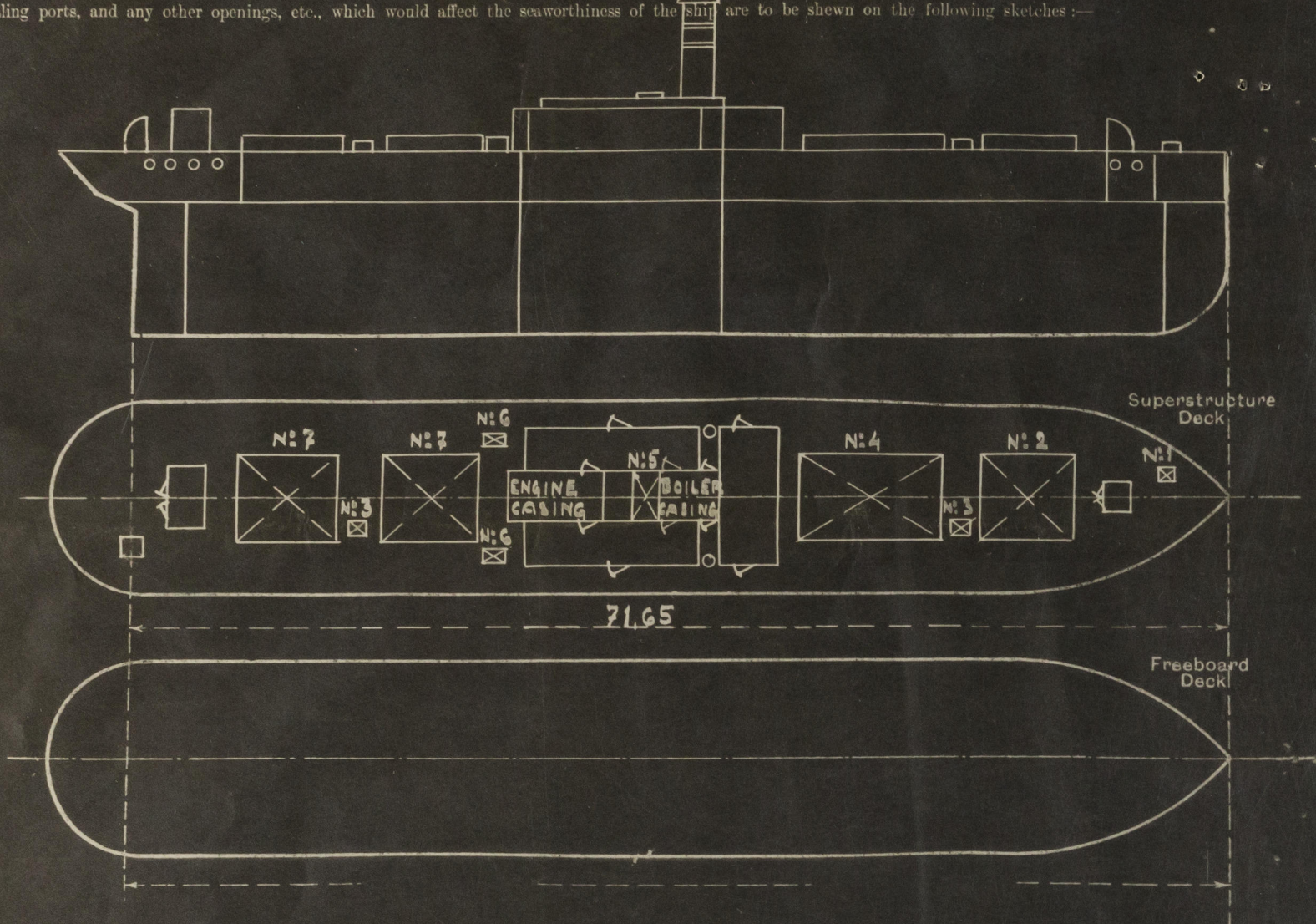


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Lloyd's Register
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



The Finnish measuring authorities have allowed the Register Tonnage follows: 1818 Gross 1025 Net

Builder's name and yard number *N. H. Machine fabriek en Scheepsw. van P. Smid & Co. (Rotterdam)*
 Names of sister ships *"Regulus"*
 Owners *Finska Ångfartygs Abt's bolaget*
 Fee £ *9 : 7 : 0* Received by me

Oliver Tylor

Regulus 29892
 Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. *2977*
 (For London Office only.)

OCT 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having *Awning deck*

Port of Survey *Helsingfors*

Date of Survey *13th Oct. 1932*

Name of Surveyor *Oliver Tylor*

Particulars of Classification *SSA 1*
Awng. dk. with freeboard
SS Rpt. No. 229

Ship's Name *"ARGO"* Nationality and Port of Official Number *Finnish Helsingfors 559* Gross Tonnage *1818* Date of Build *1921*
 Registry *Finnish*
 Moulded Dimensions: Length *71.65* Breadth *11.20* Depth *8.382* tons *4436*
 Moulded displacement at moulded draught = 85 per cent. of moulded depth
 Coefficient of fineness for use with Tables *769*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <i>8.382</i>	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B) <i>11.200</i>
Stringer plate <i>12</i>	<i>8.33 (8.394 - 4.776) 18.088 = + 545</i>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{11.200 \times 12}{50} = 224$
Sheathing on exposed deck $T \left(\frac{1-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Ship's Round of Beam = $\frac{229}{5} = 45.8$
Depth for Freeboard (D) = <i>8.394</i>	If restricted by superstructures	Difference <i>229</i>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) = \frac{5}{4} = -1.25$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S _e)	Height	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop enclosed					R.Q.D.
.. overhang					Deduction for complete superstructure
R.Q.D. enclosed					Percentage covered $\frac{S}{L} =$
.. overhang					" " $\frac{S_e}{L} =$
Bridge enclosed					" " $\frac{E}{L} =$
.. overhang aft					Percentage from Table, Line A.
.. overhang forward					(corrected for absence of forecastle (if required))
Fore enclosed					Percentage from Table, Line B.
.. overhang					(corrected for absence of forecastle (if required))
Trunk aft					Interpolation for bridge less than 2L (if required)
.. forward					Deduction =
Tonnage opening aft					
.. forward					
Total					

Flush Deck

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft =	Mean standard sheer aft =
A.P.	<i>851</i>	<i>1</i>		<i>851</i>	<i>4.66</i>	<i>175</i>	<i>175</i>	<i>1</i>	<i>175</i>	<i>deficient</i>	
1/2 L from A.P.	<i>378</i>	<i>4</i>		<i>1512</i>	<i>4.56</i>	<i>12</i>	<i>12</i>	<i>4</i>	<i>48</i>	<i>deficient</i>	
1/4 L "	<i>94</i>	<i>2</i>		<i>188</i>	<i>4.56</i>			<i>2</i>			
Amidships		<i>1</i>			<i>4.57</i>			<i>4</i>			
3/4 L from F.P.	<i>189</i>	<i>2</i>		<i>378</i>	<i>4.60</i>			<i>2</i>			
1/2 L "	<i>756</i>	<i>4</i>		<i>3024</i>	<i>4.67</i>	<i>40</i>	<i>40</i>	<i>4</i>	<i>160</i>		
F.P.	<i>1701</i>	<i>1</i>		<i>1701</i>	<i>5.16</i>	<i>229</i>	<i>229</i>	<i>1</i>	<i>229</i>		
Total				<i>7654</i>					<i>612</i>		

Correction = Difference between sums of products $\frac{7654 - 612}{18} = \frac{7042}{18} = 391.22$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Corrected for Flush Deck (if required)
Depth to Freeboard Deck = Ft.	$\Delta =$	Correction for coefficient $\frac{747 + 89}{136} = \frac{1449}{136} = 10.65$
Summer freeboard =	Tons per inch immersion at summer load water line	Depth Correction <i>545</i>
Moulded draught (d) =	T =	Deduction for superstructures <i>294</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches =	Sheer correction <i>294</i>
Addition for Winter North Atlantic Freeboard (if required) =		Round of Beam correction <i>1</i>
		Correction for Thickness of Deck amidships <i>843</i>
		Other corrections, scantlings, etc. <i>1682</i>
		Summer Freeboard = <i>2572</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Woods*, Steel, Deck := *2572*

Tropical Fresh Water Line above Centre of Disc
 Fresh Water Line " " " " " "
 Tropical Line " " " " " "
 Winter Line below " " " " " "
 Winter North Atlantic Line " " " " " "

29906 Freeboards re-assigned

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